delivered till the end of January, 2001 and GIAL communicated that non-performance of financing arrangement led to failure in meeting the schedule of deliveries. M/s. GIAL, however, assured that alternative financing arrangement was in place and expected to deliver the aircraft.

M/s. GIAL continued to provide revised delivery schedule during the month of March, 2001. Indian Airlines called M/s. GIAL to . come to India. Representatives of M/s. GIAL came for discussions on 27th April, 2001 and repeatedly assured about the delivery of aircraft to Indian Airlines. M/s. GIAL was unable to provide even documentary evidence of possession/ownership of aircraft and left the country on 17th May, 2001. Indian Airlines, thereafter, issued notice for termination of the agreement on 21st May, 2001.

(c) to (e) Indian Airlines invited bids for dry lease of four A-320 aircraft to meet its short term capacity requirement. The bids were opened on 29th June, 2001. In response, four offers were received. These offers are being examined by an In-house Committee.

An advertisement for Global tender inviting bids for lease-in of 6 ATR 42-500 aircraft has also been issued on 2nd July, 2001 by Alliance Air. The last date for receipt of responses to the request for proposal is 31st July, 2001.

Export-Import Policy

953. SHRI H.K. JAVARE GOWDA: Will the Minister of COMMERCE AND INDUSTRY be pleased to state:

(a) whether it is a fact that due to the present Export Import Policy, India will be a place for dumping ground; and

(b) if so, the details of strategy evolved to overhaul export incentives?

THE MINISTER OF COMMERCE AND INDUSTRY (SHRI MURASOLI MARAN): (a) and (b) The present five year Export and Import Policy was announced on 31.03.1997. India's export growth rate during 1997-98 was 9.5% during 1998-99 was 7.4%, during 1999-2000 was 14.17% and was 26.39% in 2000-2001 (in rupee terms). Similarly, the growth rate of imports during this period was 11% in 1997-98, 14.2% in 1998-99, 13.6% in 1999-2000 and 5.59% in

2000-2001 (in rupee terms). As can be seen from these figures, the apprehensions regarding India becoming a dumping ground are not borne out by facts.

However, export promotion is a constant endeavour of the government and export growth is being constantly monitored. Export policy and strategy is formulated accordingly. In this direction, a number of steps have recently been taken. These include reduction in transaction cost through decentralization, simplification of procedures and various other measures as enumerated in the Exim Policy. Steps have also been taken to promote exports through multilateral and bilateral initiatives. Further, Special Economic Zones (SEZ) are being set up to boost the exports. The measures announced, in amendments to Exim Policy, on 31.03.2001 include promotion of agricultural exports through setting up of Agri Export Zones, improvement in market access, setting up business-cum-trade facilitation centre and trade portal besides strengthening the present duty remission schemes like advance licence scheme, duty free replenishment certificate, duty entitlement passbook scheme etc.

Growth centre at Pauri district (Uttaranchal)

†954. SHRI MANOHAR KANT DHYANI: Will the Minister of COMMERCE AND INDUSTRY be pleased to refer to answer to Starred Question 381 given in Rajya Sabha on 21st August, 2000 and state:

(a) by when the development centre approved for the Pauri district (Uttaranchal) is likely to be formally set up; and

(b) the details available with the Government of Uttaranchal regarding the action taken by the Centre in this regard and the action taken by Government of Uttaranchal?

THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY (DR. RAMAN): (a) and (b) The Growth Centre which was proposed to be set up in Pauri-Garhwal district, was originally allotted to the State of Uttar Pradesh. With the creation of the new State of Uttaranchal the district Pauri-Garhwal falls within the new State and the decision regarding setting

†Original notice of the Question was received in Hindi.